

ALL HAIL TO THE HORSE!

Show Opens While Society
People Look On.

FINE DISPLAY IN THE RING.

PREMIUMS FOR STARS OF THE
RESPECTIVE CLASSES.

JUMPER TEST THEIR PROWESS

Boxes Filled With Pretty Women
Attired In Smart Fall Gowns.

THE TANDEMS THIS EVENING.

TO-NIGHT'S PROGRAMME.

12. Pony horse delivery, 8.00
13. Ladies' park, single, 8.00
14. Walk, trot, heavyweight (stake), 8.00
15. Single, long tail, 16. 2 or over 8.40
16. Gallop, four-year-old, green (stake), 9.00
17. High stepper, single, open (stake), 9.00
18. Walk, trot, three-year-old, 9.00
19. Pale, 16. 2 and over, 9.00
20. Tandem, over 16, 10.15
21. Hunters and jumpers, light-weight, 10.35

Certainly, as an exhibition, the second annual horse show given by the Louisville association holds every promise of surpassing the first, held just a year ago. In attendance, the opening night exceeded that of last year, while in every other particular the improvement was marked.

The Louisville Horse Show has ceased to be an experiment. It is now an acknowledged institution. It has gained the confidence of the exhibitors all over the country, and they have displayed that confidence by sending to the show this year some of the finest horses in the United States eligible for blue ribbons. Also, there is another important feature. The Louisville people, and particularly the Louisville society people, have been educated up to the horse show. Last year, on the first night the people sat in boxes and stared at one another, each apparently wondering just what should be done next. Last night all knew. By the time Bugler Cameron had called the first class to the ring, the box visiting had begun, and it continued throughout the evening, the promenade before the boxes being filled at all times.

As a horse show, pure and simple, without the several adjuncts, the evening was a splendid success. Including the social feature, and from a social point of view, it was a triumph for the earnest promoters who have striven to make the Louisville Horse Show an event of which the city could be proud.

Nothing Left Undone.

Nothing had been left undone to make the first night's exhibition a success. The building had been cleaned and placed in splendid order. The tankard ring was rolled and banked, and rolled again, until even the most captious expert pronounced it perfect.

There is one feature that contributes not a little to the general interest in the horse show, and that is the picturesque figure at the head of it. A veteran of two wars, a splendid horseman, thorough sportsman, and at all times, the courteous Southern gentleman, the more personal popularity and wide acquaintance throughout the country, Castleman would go far to make the success of any such undertaking.

The personal popularity of no man is needed to assure the success of the Louisville Horse Show. It is succeeded because of its class—high in the horse show, in the men in it and in the people who attend it.

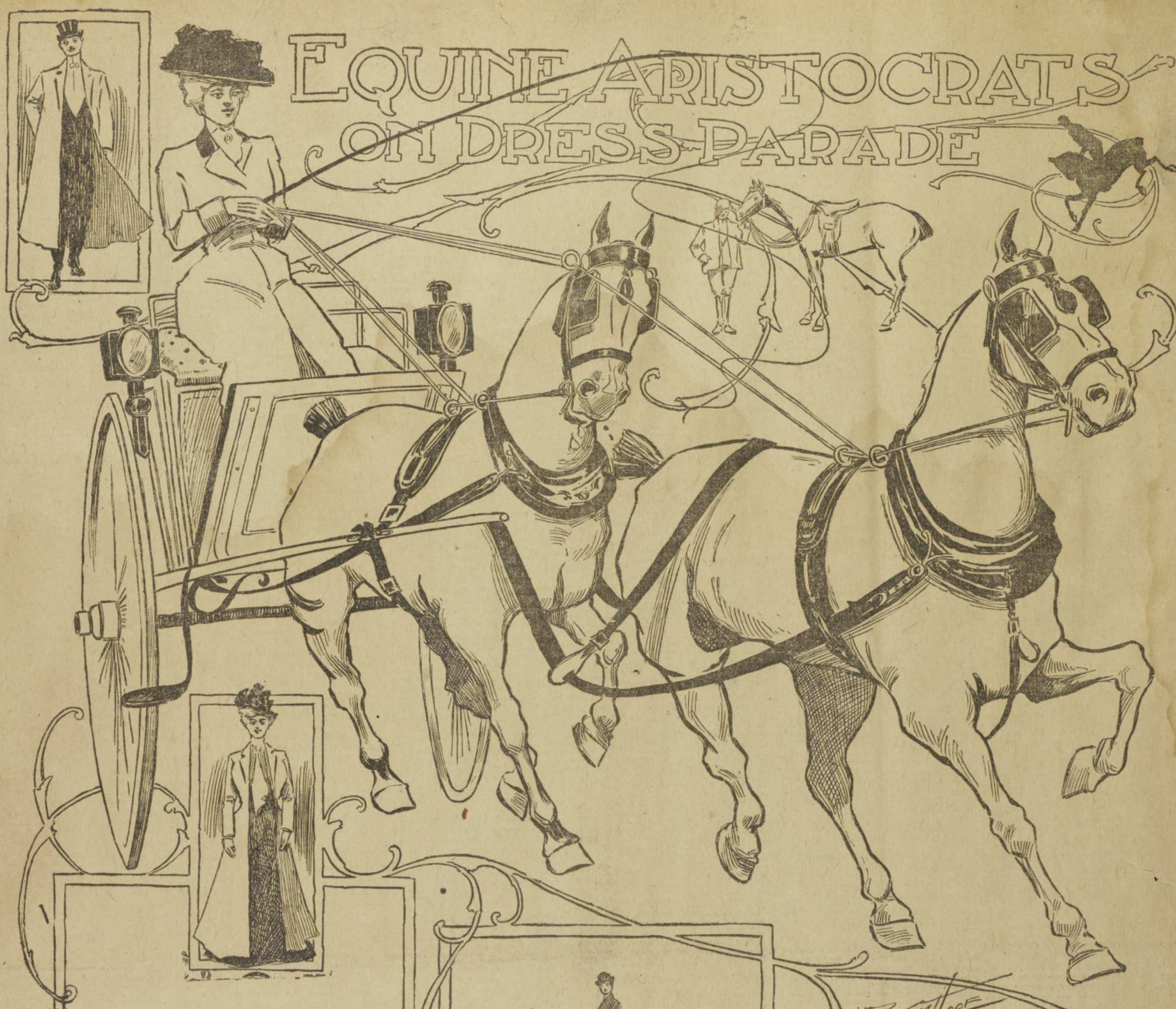
A word that the showing would be promptly at 8 o'clock had a good effect. An hour before the people had gathered. The first girl who looked all about the building, at her escort. "So big, so many!" she said. "They'll never fill so many!" But they did. By 7:30 o'clock the boxes were rolling down Fifth street, and the stream of the handsomely dressed women and their escorts at the head of the long stately led up to the big building on the hill.

Gay Scene Within.

The center was light and music and life. The center was the tankard ring, the narrow promenade, ran the sides of boxes where sat the beauties of the city, and the Southern. They came and looked over the ring, and, here there, along the narrow promenade, the men passed to do homage. The first signal. Bugler Cameron sounded the signal. The gates flew open. "There they come!" And the park horses, the first class of the evening's programme, trotted into the ring. There was a pause. The long "Ah!" ran from box to box.

"Oh, isn't he just too sweet!" exclaimed the debutante, while her older sister talked knowingly in form and style.

But one accident marred the evening. Mr. Bratton, of St. Louis, had a handsome pair of bays entered in the trotting class. They were being prepared for the night. Just as the first class was about to start, a dog ran across the track, making a



THEN THE STEPPERS UNDER SADDLE AND IN HARNESS.

Judges Kept Busy Picking Winners From the Big Lists of Entries.

The show began promptly at 8 o'clock with a ring of horses in harness—Class 11. There were seven entries. It was required that every turnout be owned and kept for private use and driven by a resident owner of Louisville or Jefferson county, Kentucky, or Floyd or Clark county, Indiana, and exhibited by owner. The tankard responded readily to the step of the animals and they were shown to the very best advantage. After numerous whirrs around and examinations by the judges, the ribbons were tied as follows:

First—Princess Charming, br. m., six years old, Lawrence Jones, Louisville.
Second—Hick, b. g., six years old, Albert I. Straub, Louisville.
Third—Chesterfield, br. g., six years old, Newman Clarke, Louisville.

Mattie Greenlander was shown by A. M. Cartledge; Topsy, by Fred C. Fisher; Chester Dare, by Aaron Kohn; Indicate, by Fred Jones, D. D. S.

Fifty dollars in plate given.

Class II (saddle horses, walk, trot and canter) was the second exhibition of the evening. Nine good ones came into the ring, and the competition was spirited. The prizes, \$100, \$50 and \$20, were awarded in this way:

First—Christobol, b. m., five years old, C. L. Kelley, Lexington.
Second—Lady Lott, b. m., five years old, Thomas W. Lawson, Boston, Mass., by Ball Bros., Versailles.
Third—Confidence, b. m., four years old, Ball Bros.

John S. Bratton, of East St. Louis, Ill., had two entries in this ring—Maybird and The Bonner. Edna was also shown by Gay Bros., Lawrence Jones, Louisville; J. L. Nicol & Son, Woodburn, Ky., and Ralphy Bros., Lexington, exhibited Dimples, Belle and Linda Vesta, respectively.

First Pairs of the Night.

Roadsters, standard and nonstandard—Class 2—brought out the first pair, trotting mares or geldings, or mare and gelding, shown to road wagon. Horses alone were considered and none was eligible that had taken a first prize prior to April 10, 1901. Seven pairs faced the judges at the bugle call and elicited the greatest applause of the night from the fair spectators. The prizes were:

First—\$150; second, \$90; third, \$50, distributed as follows:

First—Princess and Prosecutor, & A.

and b. m., 7 years each, C. C. Harris, Lexington.
Second—Castelman and Boy John, b. g., 4 years each, W. H. Bailey, Louisville.
Third—Prince Charming and Princess Charming, br. g. and br. m., 5 and 6 years; Lawrence Jones, Louisville.

Mr. Bratton also exhibited Lord Bath and Lady Lott, My Surprise and Salome. Fannie and Belle were shown by J. L. Nicol & Son; Ione Mc. and Billy C. by James L. Snyder, and Georgiana and Isabelle Rothschild, by C. F. Neagle, Lexington.

Gaited classes of American saddle horses were next shown. Each of the twelve entries was required to have a long tail. All animals displayed fine distinct gait. The prizes were \$170, \$102 and \$58. The ribbons were tied in the following order:

First—Gypsy Queen, b. m., 4 years; Thos. W. Lawson, Boston, Mass.
Second—Casey McDonald, ch. g., 4 years; Lawrence Jones.
Third—Forest King, b. g., 8 years; D. L. Parry, St. Louis.

The other entries were as follows: Kentucky's Artist, J. T. Crenshaw, Lexington; Masterpiece and Mabel Rex, Ball Bros., Versailles; Frenchman, C. W. Crowley, St. Louis; Margie Hart, Gay Bros., Pisgah, Verdier, McElvaine & Boies, Richmond, Ky.; Jim Scott, W. A. Moore, Lexington; New Town, J. L. Nicol & Son, Woodburn; Elsie Lillian, E. T. Stotesburg, Germantown, Pa.

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First—Searchlight, ch. g., 6 years, Mrs. J. K. Maddux, Warrenton, Va.
Second—Mysid, br. g., 6 years, John Pepper, Toronto, Canada.
Third—Euche, ch. g., 7 years, John S. Bratton.

None of the owners rode, but had men or boys over fourteen for the purpose.

Mr. Bratton had five entries beside Euche. They were May Bird, Sir Ted, The Cloven, The Bursler and Blarney. Other entries were: The Performer, Crow & Murray; Thelma and Joker, J. W. Forsythe, Nashville, Rosebery; Happy Boy, by Clifford E. Clark; Prince Read, by John T. Hughes, Lexington; Princess Charming, by Lawrence Jones; Newton Stock Farm, Alexandria, Va.; by Roach & Netherland; Jim John, by M. L. Schneider, Louisville; Jane, by J. L. Simcoe; Lady Flora, by

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DO YOU GET UP WITH A LAME BACK?

Kidney Trouble Makes You Miserable.

Almost everybody who reads the newspaper is sure to find the advertisement for Dr. Kilmor's Swamp-Root.

It is the great medicine of the century, and it is wonderfully successful in promptly curing lame back, kidney, bladder, uric acid troubles and Bright's Disease, which is the worst form of kidney trouble.

Dr. Kilmor's Swamp-Root is not recommended for everything, but if you have kidney, liver or bladder trouble it will be found just the remedy you need. It has been tested in so many ways in hospital work, in private practice, among the helpless too poor to purchase relief and has proved so successful in every case that a special arrangement has been made by which all readers of cheap papers who have not already tried it, may have a sample bottle sent free by mail, also a book telling more about Swamp-Root and how to find out if you have kidney or bladder trouble. When writing mention reading this generous offer in this paper and send your address to Dr. Kilmor & Co., 1114 Broadway, New York City. The regular fifty cent and dollar bottles are sold by all good druggists.

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TEN PAGES.
WEDNESDAY, OCTOBER 2, 1901.
"Business."
Tuesday Evening, Oct. 1.—The Wall Street market continued a purely professional affair, and with operations on a still narrower scale. The industrials were neglected, and a break in Sugar put it down 4 1/2 points, from which the rally was very slight. The closing was weak and irregular about yesterday's figures. Money was easy at 3 1/2 to 4 per cent., closing at 3 1/2. Sterling was steadier. Government bonds were strong, but railroad bonds were irregular.
Heavy receipts and no improvement in the demand caused a decline in wheat, it closing in Corn held steady till 10 a. m., when it broke, losing 1/4 cent. Oats closed weak and 1/2 cent down. Potatoes were irregular with corn lower, and higher and rice steady. Cotton was a little firmer.
In Chicago and St. Louis were strong and others steady. Hogs were weak and 100 to 200 lower on large receipts. Sheep were steady.
South and West Finance Their Crops.
The fact that not until last week did St. Louis call upon the United States Treasury for money to move the crops, and then for only \$300,000, is an indication of how the financial independence of the interior has grown. In former years the Treasury began to ship currency late in July, and always before the middle of August, and usually the strain was very large. This year the movement began very late, and up till now no money has been sent out except to New Orleans and Chicago. The demand for \$300,000 from St. Louis was the first from that city for the season. The shipments have all been small, and a feature is that there has been much less demand for silver from the Treasury. For the week ending September 21, 1900, the department shipped \$1,575,578 to the West, and for the same week this year only \$1,062,323, a falling off of over \$500,000. Shipments of subsidiary coin were also smaller.
The only conclusion to be drawn from these facts is that money is more abundant in the West and South than ever before known, and their banks are able to do the crop financing out of their own cash reserves. Chicago made early and heavy shipments to the West, and St. Louis supplied the Southwest without offering discounts to New York. It is true that the South and West drew on their balances in New York as they began to find use for them at home, but they have not been under the necessity of heavy borrowing.
Free Rural Mail Delivery.
One of the best things that can be devised to brighten rural life and lead to that spirit of enterprise which is so essential to development is to improve the mail facilities. This rule holds true for cities as well, but fortunately there is a movement now on foot to give rural communities the advantages of free delivery. As yet there has been hardly a start made at it in Kentucky, even Tennessee outstripping this State and Indiana being very far in advance. In fact a great many of the Indiana counties are covered with free delivery routes, while there are very few routes in Kentucky.
Next to having the post-office brought to their doors, as is done in the big cities, it is gratifying to know that it is easy of accomplishment. The Postmaster General has committed himself to the work and usually all that is needed is to make application. The following from the Year Book of the Department of Agriculture gives all the instruction needed:
"In order to introduce free rural delivery on a new route a petition must be circulated and signed, showing the desire of the persons along the line for the new service. This paper is then forwarded to the Representative in Congress from the

district in which the route will be located, or to one of the Representatives from the State, for his recommendation. If it is deemed practicable to start the service as desired, a special agent of the Post-office Department is sent to lay out the route and to make a map of it. His report and map must show that at least 100 families can be made accessible to the delivery. It also shows the character of the roads, and the agent impresses upon the persons interested that the roads must be passable summer and winter.
"A full route is considered twenty-five miles, but according to the country traversed, may vary from seventeen to thirty-five miles. It does not take the carrier over the same ground twice in the same day.
"Carriers were paid at first only \$150 a year. They now receive \$200 for an ordinary route, and for special short routes \$300 a year for each five miles traveled. They are bonded, and each carrier has a bondable substitute, so that the mails may never lack a responsible carrier. The carrier must be a resident of the district, and must be a native-born American citizen, and must have been applied to this service, with good character and temperate habits are required. Women are acceptable, and a few of them are in efficient. Reports to the Post-office Department of dereliction of duty on the part of mail carriers are very few."
There are few counties in Kentucky which could not have one or more routes under these conditions. It would supply congenial and well paid employment to several hundred men, and it would put farmers in close touch with the markets, promote the reading habit and increase sociability and rural pleasures to a great extent. It would also promote the making of good roads and the keeping of them in order, itself a great boon to any community. It is to be hoped that the people of Kentucky will wake up at once to the importance of the opportunity now presented them.

Trade With China.
The latest report of Consul Greener at Vladivostok contains important facts touching the resources of Manchuria, the Chinese province which has recently come within the sphere of Russian influence. The province has an area of 363,000 square miles, a little more than the States of Texas and Arkansas and Indian Territory combined. Mr. Greener describes this as one of the most fertile countries in the world, though its resources have never been adequately developed. The Manchus have only scratched the surface. Well-informed persons say it is richer in resources than any other part of China.

The principal agricultural products of Manchuria are millet, beans, wheat, hemp, indigo and opium. Though methods of cultivation are crude, the trade is quite large. Thousands of boats ply along the rivers effecting the exchange of products. American goods are favored on account of their cheapness, especially prints, canned goods, watches and clocks, steel, fancy goods and novelties. But the intrusion of Russia into the country raises doubts as to the facilities that may be afforded Americans in the future. Our small tariff war with Russia may have its influence on this question. However, there is recent evidence that Russia does not desire any commercial friction with the United States, and there is a probability that a modus vivendi will be found to settle the points in controversy, which so far are of much less commercial importance than was at first represented. With a better development of Manchurian resources and an open field, the United States ought to be able to build up a valuable trade there. Even at present the volume of business is estimated at \$50,000,000 to \$100,000,000 a year, according to Consul Greener, a showing that promises well for the future.

Mr. Squiers, United States Secretary of Legation at Peking, has sent the report of Consul Martin, at Chin Kiang, with reference to our trade with China. He expresses the opinion that if foreigners ever build up a large trade with China it must be with the help of the Chinese themselves, and this can only be done by treating them with respect. Foreigners, he says, are inclined to treat the Chinese negligently, and they resent this. It is quite safe to say that we cannot build up a trade with the Chinese without their consent. This is certainly not a thing that can be done without the aid and consent of any other people. The indications, however, are that the Americans are comparatively inclined in favor of the Chinese. They are inclined to regard all foreigners as devils, but the American devil seems to be less offensive than others. Speaking of tipples, the Rev. Mr. Stigheim, the spiritual adviser of Mrs. Tony Welles, pronounced them all vanity; "but if there is any particular vanity less objectionable than others, it is that of the American devil in China, and the Chinese say that we have treated them better than the other Powers engaged in the recent invasion. It may be that they have said similar soft nothings to others whom they desired to conciliate. But, to speak seriously, there is good reason why the Chinese should feel that the Americans have treated them with more consideration than the other countries that have been engaged in the attempt to discipline them.

The second point made by Consul Martin is that the whole country should be open to foreign trade. Of the desirability of this there can be no question, but it is apparently not easy of accomplishment. The trader has heretofore found increasing difficulties as he penetrated into the interior of the country, and it is not at all clear that the conditions will be better in the near future. The want of transportation, the confusion of the currency, the uncertainty of Government protection and other circumstances render trade at a distance from the ports difficult and precarious.

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The tenor of these reports is such as to indicate that the future of our trade with China is yet obscure. But the promise is sufficient to justify very careful attention from our exporters.

The Work of the Railroads.
The speech made by Senator Depew at Buffalo last week on Railroad Day was a glorification of transportation service, as might have been expected, but it was full of interesting statements. How much of the greatness of America is due to its extraordinary railroad development he did not say, but our predominance in the use of railroads is characteristic of the general push and aggressiveness of the nation. Senator Depew said on this subject:
"Without the railroad there would have been no Northwestern, no Mountain and no Pacific States. The few people in the vast territory between Chicago and the Pacific Ocean would have been engaged exclusively in agriculture. Their harvests, and many thousands of miles longer than all the railroads of Europe put together. While the United States occupy but 6 per cent. of the land surface of the earth, they have over 40 per cent. of its railway mileage. The internal commerce of our country is so vast that the tonnage annually carried by our railroads is greater than the tonnage for Great Britain, Ireland and Germany combined, and to that may be added the ocean tonnage of all the seas also. Every mile of railroad built means tens of thousands of acres brought into cultivation, opened for settlement; it means villages and cities, happy homes and industries and thriving populations. It is safe to say that without the railroad there would be no to-day, if the population of Europe or America were the same, the congestion would lead to poverty, starvation, misery and anarchy beyond the power of imagination to conceive."
The building of 12,000 miles of railway in thirty years led to great confusion and to many errors and mistakes. On the one hand, it stimulated an enormous immigration and settlement; the productive energies of the country were pushed to their utmost, and everywhere was feverish haste. Speculative spirit was aroused, and periods of prosperity soon developed, but speculation and ended in a series of panics phenomenal in the history of business and finance."

The Senator went on to tell why the great corporations pay princely salaries to the men who look after their interests.

The business grew beyond the education of men competent to manage it. It takes the qualities which produce a great General and make a successful business man on a large scale to manage the intricate relations of a railway company with its several communities, with the general public and with its employees and owners. Enormous prices for salaries and huge millions of dollars were paid without success. The difference between an able and even a moderately equipped manager will be to a great railroad so many millions of dollars that it is a figure to no figure. The inability of many railway managers to grasp the situation, the panics which threw whole communities into bankruptcy or suspended industries, which made extreme poverty and the misrepresentations of the politicians who hoped to climb to power on a new issue, created violent antagonisms in many States between the people and the railroads."

Mr. Depew is quite right in saying that the difference between a first-class railroad manager and an ordinary one is of so much importance to the railroad as to justify very large salaries. The demand for competent men is great with them, and railway management and finance have absorbed the finest intellects in the United States into their service. That is the reason why Mr. Depew, with the gifts and tastes of an orator and statesman, has found the presidency of a railroad a more attractive employment than a seat in the Cabinet. The same attractions have proved effectual with the great creative intellects of our time, so that we have, as has been suggested, Pierpont Morgan, John D. Rockefeller and James J. Hill, instead of Macaulay and Byrnes. Macaulay himself said in his famous essay on the vanity known as gin and water. So it is with the American devil in China, and the Chinese say that we have treated them better than the other Powers engaged in the recent invasion. It may be that they have said similar soft nothings to others whom they desired to conciliate. But, to speak seriously, there is good reason why the Chinese should feel that the Americans have treated them with more consideration than the other countries that have been engaged in the attempt to discipline them.

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BRIEF POINTS ABOUT PEOPLE.

Mrs. W. L. Bridgeford and daughters, Mrs. Madeline and Elsie Bridgeford, who have been spending the summer in Canada, returned home yesterday. Mrs. Robert M. Carrier, of Sardis, Miss., who was in Canada with them, accompanied them home, but left last night for Mississippi.

Mrs. Chester Martin is in charge of the chorus of "Mikado," which will be given November 11, 12 and 13 for the benefit of the Business Women's Club.

Mrs. M. E. Netherland and Miss Mattie Netherland have returned home after spending the summer at Chicago Beach, Atlantic City and New York. They are with Mrs. John Buchanan, 323 Third avenue, for the winter.

Mrs. Field McLeod and Mrs. Susan McLeod, of Versailles, are in the city for the Horse Show, and are the guests of Mrs. Henry Gooch.

Mrs. Dulaney, of Bowling Green, has returned home after a visit to Mr. and Mrs. E. H. Dulaney.

Miss Susanne Waller of Chicago, is in the city spending a few days with her sister, Mrs. A. C. Rawson, of 1225 and county. She is on her way to Woodford, to be a bridesmaid at Miss Lucy Alexander's wedding Saturday.

Miss Ella Crutcher has returned from an extended visit to her aunt, Mrs. McRoberts, of Chicago, and is the guest of her aunt, Mrs. Ethos Haley, on Kentucky street.

Miss Maybree Pusey, of Brandenburg, is spending the week at her home, Mrs. W. H. Richardson, of 720 Second street.

Miss Nannine Waller, of Chicago, is spending a few days with her cousin, Misses Marie and Beatie Lindsey, on her way to Woodford county, where she will be a bridesmaid at the marriage of Miss Lucy Alexander Saturday.

Mr. Edward Wilder left Monday for Birmingham to visit relatives and to hunt.

Mrs. George B. Esall, of Lebanon, and Mrs. John W. Lewis, of Springfield, are in the city visiting Mrs. Samuel Avritt, of St. Catherine street.

Miss Evelyn Young was expected home last night from Staunton, Va., where she has been spending the summer with her sister, Mrs. Edward Dehols.

Mrs. M. A. Kiliver, of Mexico, will leave to-day for Chicago, where she will join Mr. Kiliver for a few days. She will return to Louisville Monday, where she will continue her visit to Mrs. Edith W. Wilder.

Mrs. Lawrence Williams, of New York, is in the city this week, the guest of Mr. and Mrs. Presley Tapp, on Ormsby avenue.

Miss Barbour Bruce has returned home from New York and Maine, where she spent the summer. She will leave again Sunday for Boston, where she will take a course in literature this fall.

Miss Alice Craig, of Pewee, is spending the week in the city with her aunt, Mrs. Samuel A. Culbertson.

Mrs. Charles Cecil Danville, who is the guest of her sister, Mrs. Samuel Boyce, will return home this week. Miss Sarah Cecil, who is also here, will continue her tour through next week to be with Mrs. Boyce during Mr. Boyce's absence in New York.

Mrs. Edith W. Wilder gave an informal 5 o'clock tea yesterday afternoon in honor of her guest, Mrs. M. A. Kiliver, of Mexico. Tea was served from the library by Misses Mary and Edith, and Mrs. DeLawn, Mrs. Charles Powell Clark, Mrs. George Evans, Misses Addie Bruce, Preston Bruce, Barbour Bruce, Elizabeth Smith, Frances Cecil, Mrs. Vance, of Memphis, Tenn., and Edith Wilder.

Mrs. Henrietta Brockenbrough, Mrs. A. A. Quarterman, Mrs. George Evans, Mrs. returned home after spending several weeks at Newport.

Mr. Charles Pettit will leave Thursday for New York, where he will spend several weeks.

Miss Louise Van Winkle, of Danville, is the guest of Mrs. Mary Bull this week.

Mrs. Shelby Williams, of Nashville, is spending the week with her sister, Mrs. Robert P. Bonnie.

Mrs. Frederick Waltz left yesterday to spend several weeks at Old Point Comfort and in New York.

Mrs. Charles Pearce, of Maysville, has returned home after a short visit to the city.

Mrs. William Swift Dalila, of Paris, France, who is the guest of her mother, Mrs. Edgar Hill, of Fountain Court, will leave this week for New York, where she will join Mr. Dalila. They will return to Louisville in the latter part of the week.

Mrs. George Lyons, of Henderson, reached the city yesterday on a visit to Mrs. Harry McDonald.

Mrs. and Mrs. Barrett Gibson, of Bullitt county, are spending the week in the city with Mr. and Mrs. Charles Gibson.

Capt. and Mrs. Thomas Q. Ashburn, U. S. A., who are now in Milwaukee, the guests of Mr. Arthur, will be in the city Friday to spend a month with Miss Frances Herndon, who is at home, and Mr. and Mrs. Arthur's staff, and after his visit to Louisville will be assigned to post duty at Denver, Col.

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days to attend the Fair and Horse Show, but will return to the country place, "Rose Glen," the latter part of this week, and remain until the middle of October.

Miss Ellen Herndon, of Grayson Springs, is in the city, and is the guest of Dr. J. M. Tydings and family, on East Broadway. Miss Herndon came up to attend the Horse Show.

Dr. George C. Roberts, of Louisville, was married last night to Miss Myra Wilson at 10 o'clock, at the residence of Mr. The Rev. Dr. Young officiated. Mrs. Roberts is a popular favorite in Charleston and has a wide circle of friends in Louisville. She is a native of New York. Dr. Roberts, after their wedding trip, will be at home at 116 East Chestnut street.

Mrs. J. H. Eaves and daughter, Helen, have returned to their home in Iuka, Miss., after a visit to Mrs. Eaves' parents, Mr. and Mrs. G. W. Dennis, 202 West Broadway.

MARRIAGE OF MR. ALEXANDER

Lee's Chief of Artillery Weds Miss Mason, of Maryland.

Hagerstown, Md., Oct. 1.—Miss Mary Landon Mason and Gen. E. P. Alexander, of South Carolina, were married at the residence of the bride in this city to-day. The ceremony was performed by the Rev. Henry Evan Cotton, rector of St. John's Episcopal church. Gen. and Mrs. Alexander will reside on South Island, S. C., which is owned by the United States. The bride has large



